

Where the Duct Tape Meets the Road



Hi. I'm Jeff.



Learning Objectives

1. Pre-Design Considerations

2. Design Approaches

- a. Public Engagement
- b. Feasibility Analysis

3. Evaluation Strategies

What is Tactical Urbanism?



What is Tactical Urbanism?



Tactical Urbanism

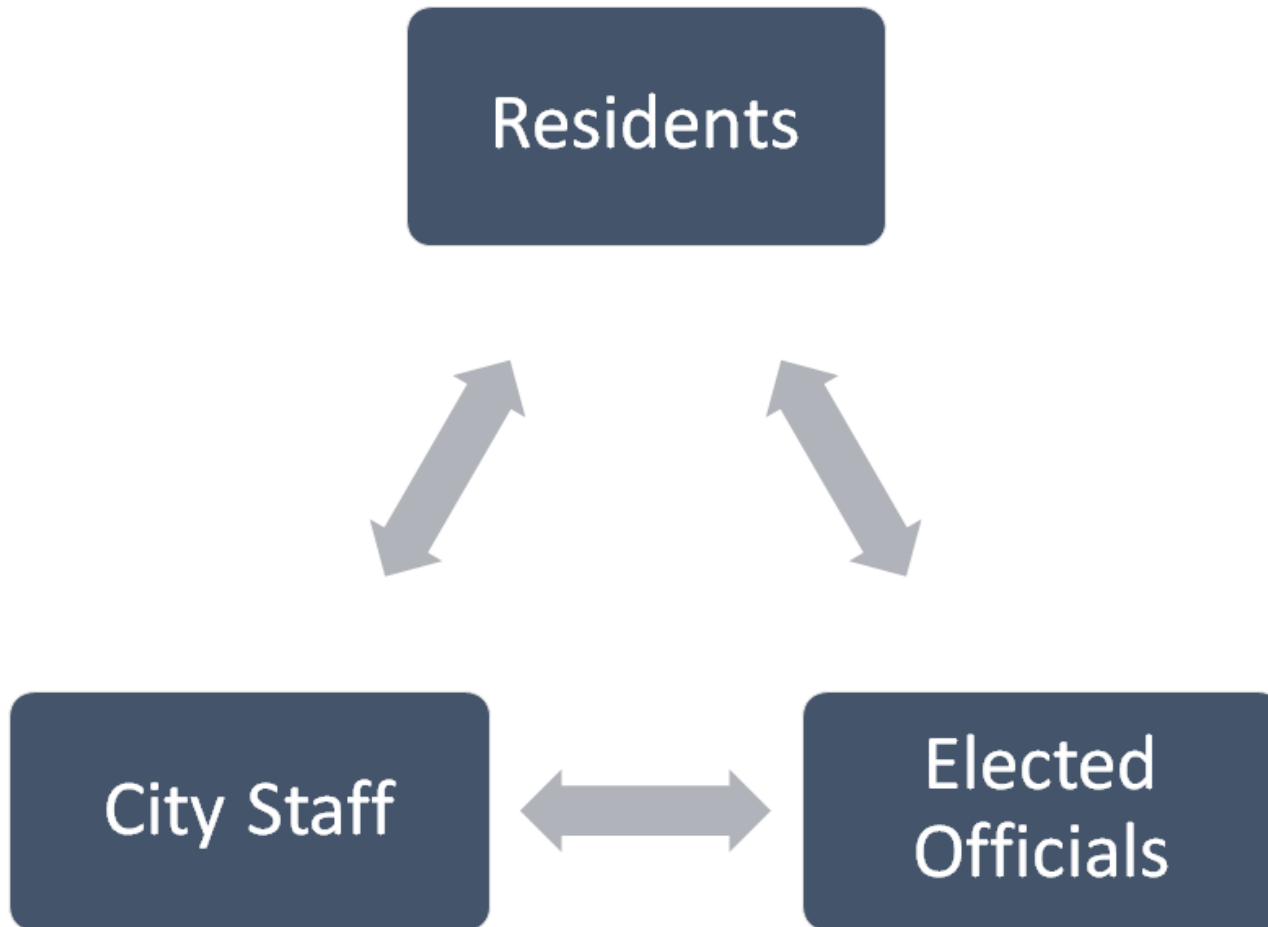
“An approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change.”

-Street Plans Collaborative

Resources

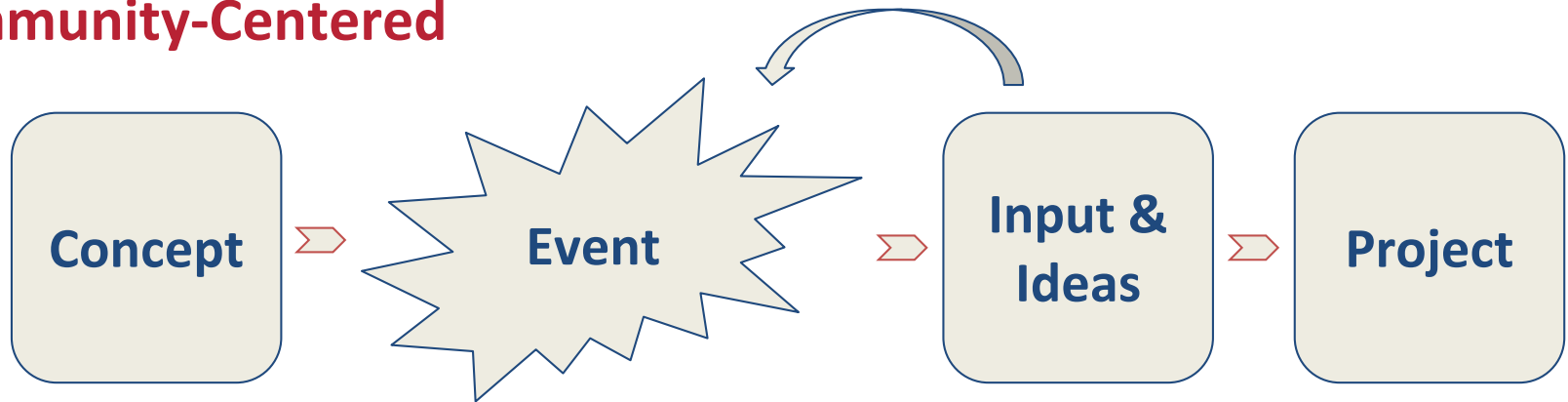


Pre-Design Considerations

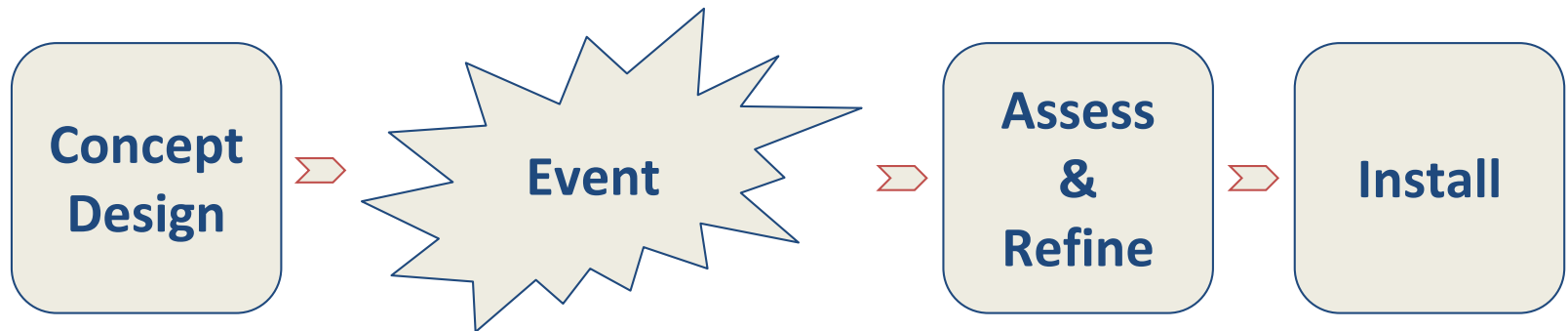


Approaches

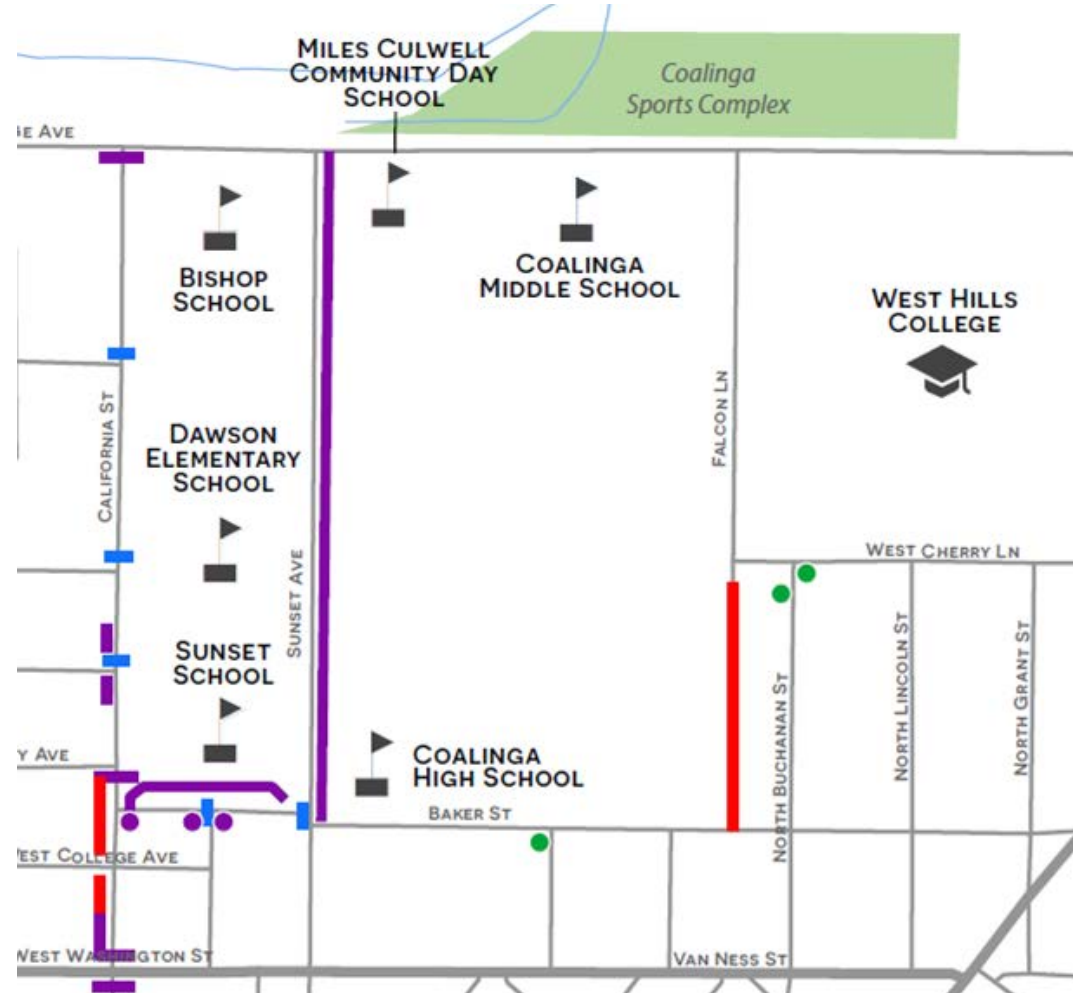
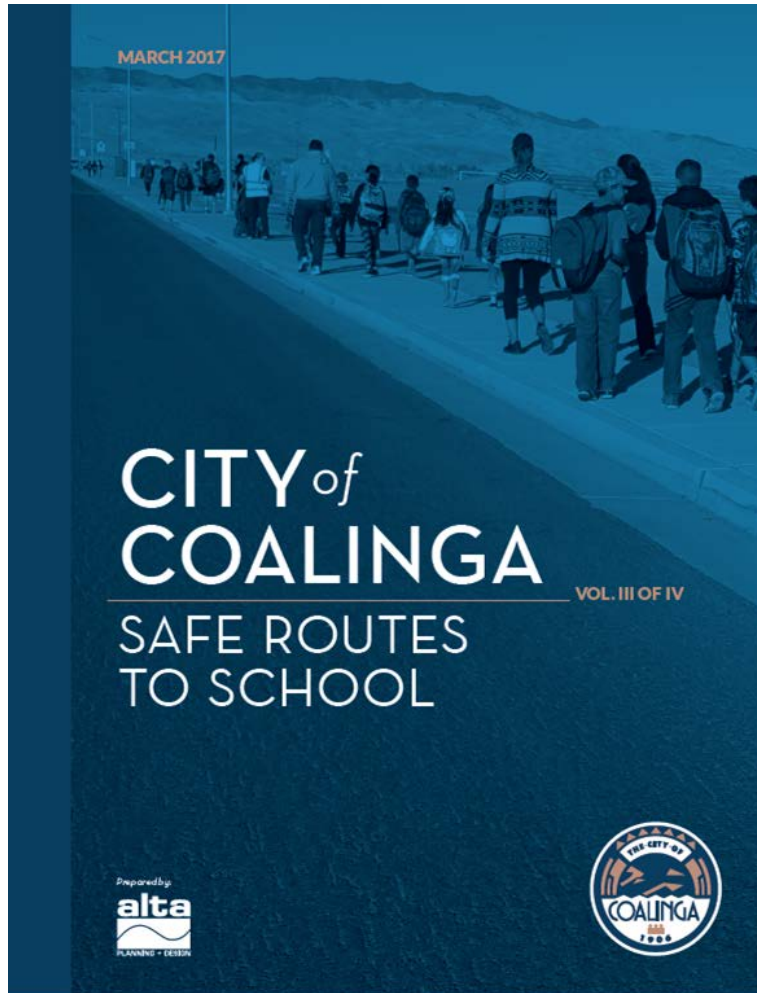
Community-Centered



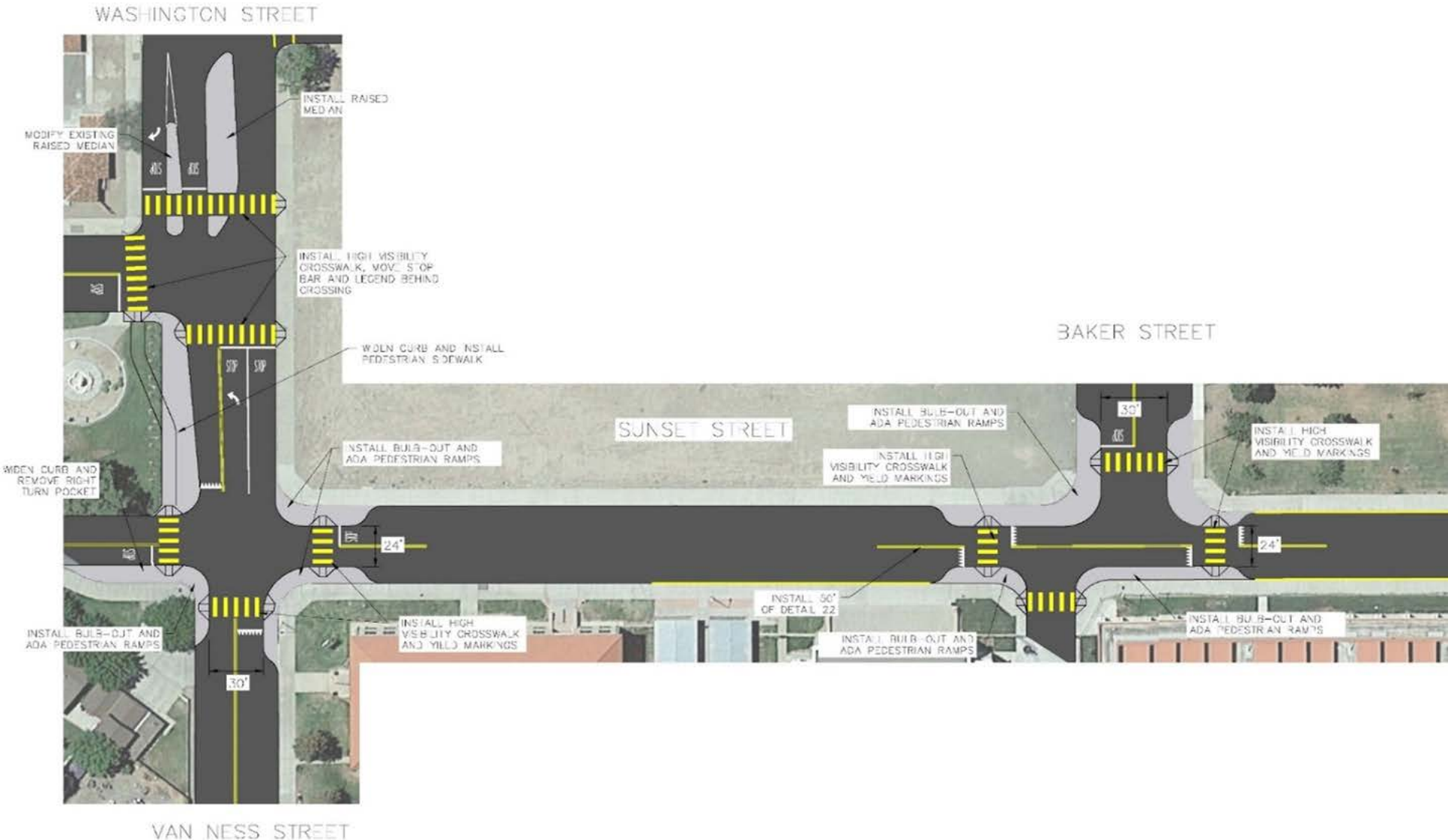
Technical Analysis



Coalinga



Safe Routes to School



Temporary Design



Materials Budget



Item	Price	Quantity	Total
Roofing Tar Paper	\$25	5	\$125
Yellow Duct Tape (16 pack)	\$123.04	1	\$123.04
Black Gaffer Tape	\$21.88	5	\$109.40
Yellow Gaffer Tape	\$16.88	5	\$84.40
Yellow Paint for crosswalk	\$45.98	2	\$91.96
Paint roller	\$5.22	1	\$5.22
Paint roller covers	\$4.97		\$4.97
Painter's Pole	\$7.60	1	\$7.60
Paint Tray	\$5.27	1	\$5.27
Blue painters tape	\$6.27	2	\$12.54
Poster paper to make stencils	\$8.84	1	\$8.84
Stop Sign	\$19.04	1	\$19.04
Wooden Stakes	\$9.87	1	\$9.87
Spray chalk	5.67	2	\$11.34
Spray Roller	29.81	1	\$29.81
TOTAL			\$648

Materials Took Over The Office



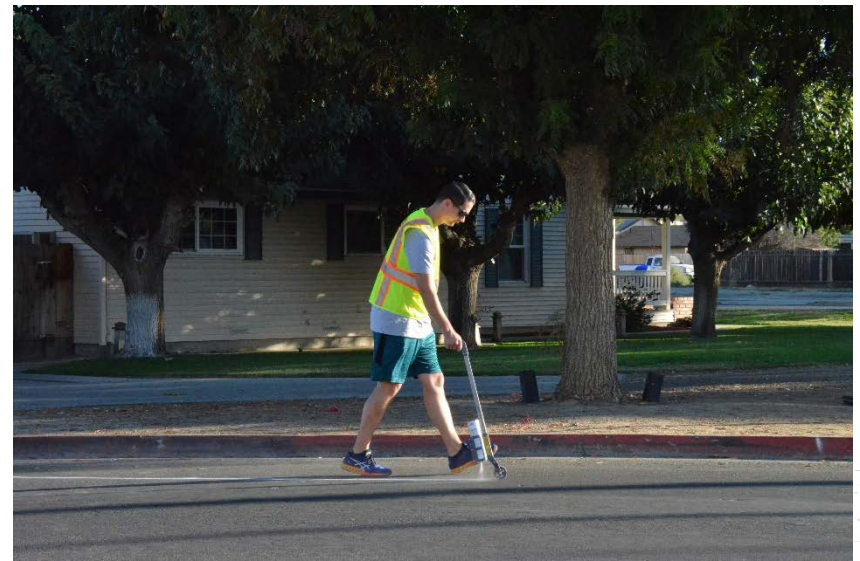
Crosswalk Preparation



On-Site Prep: Yield Markings



On-Site Prep: Outline Curb Extensions



On-Site Prep: Haybales & Cones



On-Site Prep: Crosswalks



Signage



Walk to School Day

Lace Up Your Shoes For WALK TO SCHOOL DAY



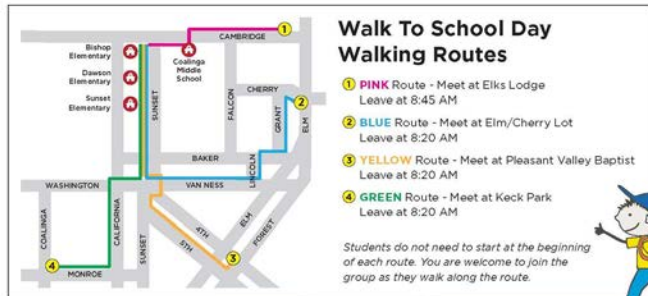
October 26, 2016

Parents and students are encouraged to walk to school or join a parade led by Parent Volunteer Safety Guides.



It's as Easy as ABC!

- A** Students and parents can walk to school on their own, or...
- B** They can join an organized walking group led by Parent Volunteer Safety Guides.
- C** Each child that participates receives a sticker. The Elementary and Middle School classes with the highest participation get a PIZZA PARTY!



At the end of Walk to School Day, join us for a Community Workshop to provide feedback on what you saw!

Join us at:
Dawson Elementary School
1303 Sunset Ave, Coalinga
Multi-Purpose Room, 6:30-8:00 PM



Snacks and activities for children will be provided, so bring the whole family!

Sponsored by CHUSD and the City of Coalinga
Learn more at walkbikecoalinga.org



Walk to School Day



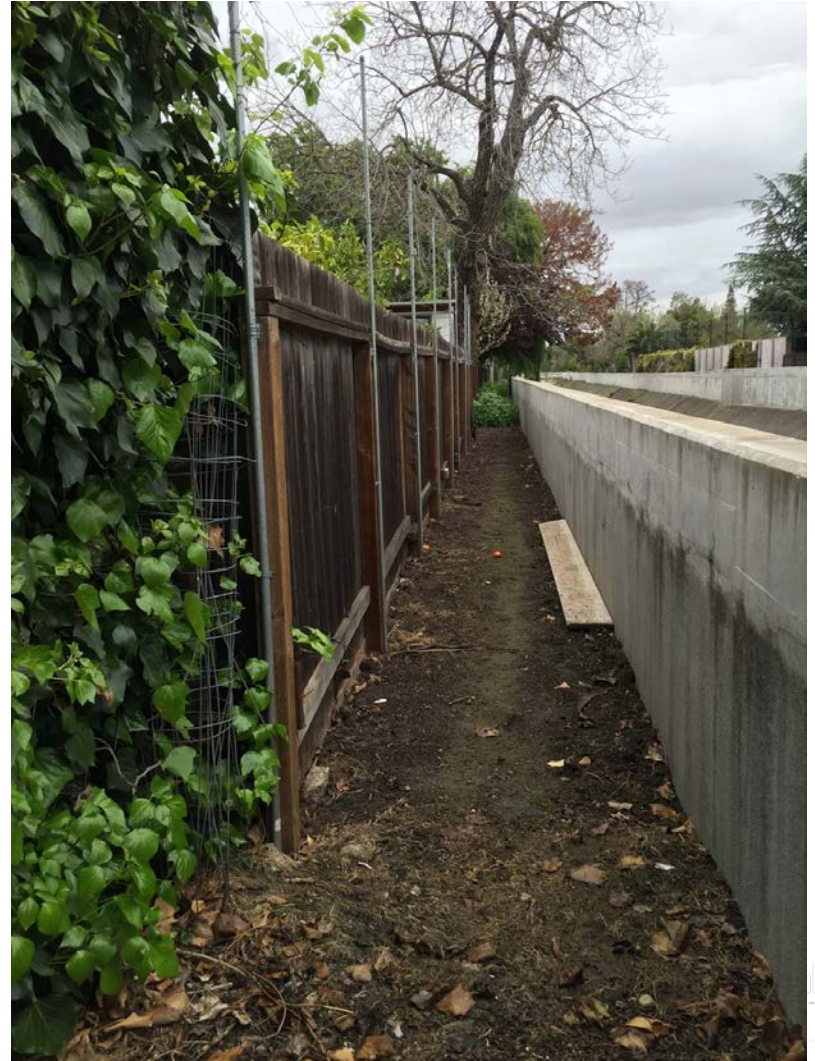
Community Workshop



Matadero Creek Greenway



Matadero Creek Greenway



Greenway for a Day



Feasible
Constrained

Constraints

Segment B: Right-of-way
Segment C: Right-of-way

Segment E: On-street
Segment F: Seasonal access only

Greenway for a Day



Greenway for a Day



Greenway for a Day



Technical Feasibility



Morgan Hill, Monterey Road



BENEFITS / DRAWBACKS



EMERGENCY VEHICLE FLEXIBILITY

The addition of a large bicycle lane provides a space for motor vehicles to yield to ambulances and other emergency vehicles.



**MOTOR
VEHICLE
PARKING**

The availability of on-street parking spaces minimize the distance customers have to walk to get to stores and restaurants.



WIDTH OF
SIDEWALK

Narrow and obstructed sidewalks make it difficult to pass oncoming pedestrians and do not allow much space for outdoor seating, dining, bus stops, and bicycle parking.










POTENTIAL TO REDUCE BIKE CRASHES

Without dedicated bicycle facilities, young children and other timid bicyclists are less likely to travel to and through downtown by bicycle and more at risk to be in conflict with cars.



POTENTIAL TO REDUCE PED CRASHES

Wide crosswalks and high motor vehicle speeds increase the risk of a collision between pedestrians and oncoming traffic.

 PEDESTRIAN	Accessibility
	Total pedestrian space as percentage of right-of-way
	Width of sidewalk clear zone
	Sidewalk clear zone separation from motor vehicle travel lanes
	Length of crosswalks
 BICYCLE	Bicycle level of service (separation and protection)
	Bicycle parking availability
 TRANSIT	Effect on transit travel time
	Space for bus stop amenities
	Ease of pedestrian access to bus stops
 MOTOR VEHICLES	Effect on average motor vehicle speed
	Effect on motor vehicle travel time
	Motor vehicle parking availability
	Effect on through truck traffic
 SAFETY	Potential to reduce pedestrian crashes (CRF)
	Potential to reduce bicycle crashes (CRF)
	Potential to reduce motor vehicle crashes (CRF)
 ECONOMIC	Opinion of business owners along corridor
 PUBLIC SAFETY/ EMERGENCY RESPONSE	Effect on emergency response time (includes alternative routes)
	Emergency vehicle maneuverability

Morgan Hill, Monterey Road

MORGAN HILL
DOWNTOWN
...IT'S HAPPENING!

MONTEREY ROAD COMPLETE STREET PROJECT

1

ALTERNATIVE 1: EXPANDED PEDESTRIAN SPACE



BENEFITS / DRAWBACKS



LITTLE EFFECT ON TRAVEL TIME

At intersections, left- and right-turn lanes may be accommodated by using the area to the right of the travelway, preserving the capacity to move vehicles.



MORE SIDEWALK SPACE

Larger sidewalks allow couples to walk side-by-side and free up more space for transit stop amenities, outdoor dining, and street furniture.



SAFER FOR PEDESTRIANS

Shorter crosswalks and flashing crossing beacons make pedestrians more visible to motorists and reduce the risk of a collision.



NO BICYCLE LANES

Without dedicated space for bicyclists, such as a bicycle lane, the more timid bicyclists are less likely to bicycle for everyday trips, exercise, and recreation.



SLOWER EMERGENCY RESPONSE

A narrow travelway at mid-block makes it more difficult for ambulances and other emergency vehicles to navigate around yielding vehicles.



PEDESTRIAN

Accessibility

Total pedestrian space as percentage of right-of-way

Width of sidewalk clear zone

Sidewalk clear zone separation from motor vehicle travel lanes

Length of crosswalks



BICYCLE

Bicycle level of service (separation and protection)

Bicycle parking availability



TRANSIT

Effect on transit travel time

Space for bus stop amenities

Ease of pedestrian access to bus stops



MOTOR VEHICLES

Effect on average motor vehicle speed

Effect on motor vehicle travel time

Motor vehicle parking availability

Effect on through truck traffic



SAFETY

Potential to reduce pedestrian crashes (CRF)

Potential to reduce bicycle crashes (CRF)

Potential to reduce motor vehicle crashes (CRF)



ECONOMIC

Opinion of business owners along corridor



PUBLIC SAFETY/ EMERGENCY RESPONSE

Effect on emergency response time (includes alternative routes)

Emergency vehicle maneuverability

Morgan Hill, Monterey Road

MORGAN HILL
DOWNTOWN
...IT'S HAPPENING!

MONTEREY ROAD COMPLETE STREET PROJECT

2A

ALTERNATIVE 2A: DEDICATED BIKE LANE



BENEFITS / DRAWBACKS

MORE REASONABLE SPEEDS

By having one travel lane at mid-block, the most careful drivers will control speeds through downtown, which will also help reduce the outdoor noise level from passing vehicles.

PEDESTRIAN BUFFER

Pedestrians are shielded from motor vehicle traffic by a bicycle lane, parking, and street furniture, allowing the sidewalk to feel safer and more comfortable for people of all ages.

SAFER FOR BICYCLISTS

Dedicated bicycle lanes encourage more timid cyclists, leery of competing with motor vehicle traffic, to bicycle for everyday trips and for exercise and recreation.

LONGER VEHICLE TRAVEL TIME

Because the addition of a bicycle lane will replace right-hand turn lanes at intersections, motor vehicle travel times will be reduced as through traffic shares a lane with vehicles turning right.

SLOWER EMERGENCY RESPONSE

A narrow travelway at mid-block makes it more difficult for ambulances and other emergency vehicles to navigate around yielding vehicles.

PEDESTRIAN	Accessibility
	Total pedestrian space as percentage of right-of-way
	Width of sidewalk clear zone
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BICYCLE	Length of crosswalks
	Bicycle level of service (separation and protection)
	Bicycle parking availability
TRANSIT	Effect on transit travel time
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MOTOR VEHICLES	Effect on average motor vehicle speed
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SAFETY	Potential to reduce pedestrian crashes (CRF)
	Potential to reduce bicycle crashes (CRF)
	Potential to reduce motor vehicle crashes (CRF)
ECONOMIC	Opinion of business owners along corridor
PUBLIC SAFETY/ EMERGENCY RESPONSE	Effect on emergency response time (includes alternative routes)
	Emergency vehicle maneuverability

Morgan Hill, Monterey Road

MORGAN HILL
DOWNTOWN
...IT'S HAPPENING!

MONTEREY ROAD COMPLETE STREET PROJECT

2B

ALTERNATIVE 2B: BUFFERED BIKE LANE



BENEFITS / DRAWBACKS

MORE REASONABLE SPEEDS

By having one travel lane at mid-block, the most careful drivers will control speeds through downtown, which will also help reduce the outdoor noise level from passing vehicles.

DISCOURAGE TRUCK TRAFFIC

People driving large trucks and construction vehicles may select alternative routes that are more accommodating to their vehicle's size, helping reduce the number of vehicles in the downtown district and the noise level.

SAFER FOR BICYCLISTS








Buffered bicycle lanes encourage more timid cyclists, leery of competing with motor vehicle traffic, to bicycle for everyday trips and for exercise and recreation.

EMERGENCY VEHICLE FLEXIBILITY

The addition of a large bicycle lane provides a space for motor vehicles to yield to ambulances and other emergency vehicles.

LONGER VEHICLE TRAVEL TIME

Because the addition of a bicycle lane will replace right-hand turn lanes at intersections, motor vehicle travel times will be reduced as through traffic shares a lane with vehicles turning right.

 PEDESTRIAN	Accessibility
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	Motor vehicle parking availability
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 SAFETY	Potential to reduce pedestrian crashes (CRF)
	Potential to reduce bicycle crashes (CRF)
	Potential to reduce motor vehicle crashes (CRF)
 ECONOMIC	Opinion of business owners along corridor
 PUBLIC SAFETY/ EMERGENCY RESPONSE	Effect on emergency response time (includes alternative routes)
	Emergency vehicle maneuverability

PUBLIC WORKS DIRECTOR | CITY OF MORGAN HILL | 57575 DEAR AVENUE | MORGAN HILL, CA 95037 | TEL: (408) 778-4480 | FAX: (408) 779-7234 | GRAPHICS CREATED BY ALTA PLANNING + DESIGN ON SEPTEMBER 16, 2014

Morgan Hill, Monterey Road

MORGAN HILL
DOWNTOWN
...IT'S HAPPENING!

MONTEREY ROAD COMPLETE STREET PROJECT

3

ALTERNATIVE 3: SIMPLE



BENEFITS / DRAWBACKS

**LITTLE EFFECT
ON VEHICLE
TRAVEL TIME**

At intersections, left- and tight-turn lanes may be accommodated by sing the area to the right of the travelway, preserving capacity to move vehicles.

**EMERGENCY
VEHICLE
FLEXIBILITY**

A wide travelway provides space for motor vehicles to yield to ambulances and other emergency vehicles.

**LONG
CROSSWALKS**

Children, senior citizens, and other individuals with physical limitations will still have to negotiate the long crossing distance from one side of Monterey Road to the other without the aid of curb extensions.

**NO SPACE FOR
TRANSIT STOP
AMENITIES**

Maintaining the current sidewalk widths will not allow room for larger and more comfortable transit stops or for shade trees to protect commuters walking to transit stops.

**LITTLE EFFECT
ON VEHICLE
SPEEDS**

A wide travelway still allows motorists to feel comfortable driving at or above the speed limit in the downtown district.

PEDESTRIAN	Accessibility
	Total pedestrian space as percentage of right-of-way
	Width of sidewalk clear zone
	Sidewalk clear zone separation from motor vehicle travel lanes
BICYCLE	Length of crosswalks
BICYCLE	Bicycle level of service (separation and protection)
	Bicycle parking availability
TRANSIT	Effect on transit travel time
	Space for bus stop amenities
	Ease of pedestrian access to bus stops
MOTOR VEHICLES	Effect on average motor vehicle speed
	Effect on motor vehicle travel time
	Motor vehicle parking availability
	Effect on through truck traffic
SAFETY	Potential to reduce pedestrian crashes (CRF)
	Potential to reduce bicycle crashes (CRF)
	Potential to reduce motor vehicle crashes (CRF)
ECONOMIC	Opinion of business owners along corridor
PUBLIC SAFETY/ EMERGENCY RESPONSE	Effect on emergency response time (includes alternative routes)
	Emergency vehicle maneuverability

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Morgan Hill, Monterey Road

EVALUATION CRITERIA		ALTERNATIVE E: EXISTING	1 ALTERNATIVE 1: EXPANDED PEDESTRIAN SPACE	2A ALTERNATIVE 2A: DEDICATED BIKE LANE	2B ALTERNATIVE 2B: BUFFERED BIKE LANE	3 ALTERNATIVE 3: SIMPLE
PEDESTRIAN	Accessibility	FAIR	BEST	GOOD	GOOD	FAIR
	Total pedestrian space as percentage of right-of-way	LOWEST	HIGHEST	HIGH	HIGH	LOW
	Width of sidewalk clear zone	MINIMUM	WIDEST	AVERAGE	AVERAGE	MINIMUM
	Sidewalk clear zone separation from motor vehicle travel lanes	MINIMUM	MORE	MOST	MINIMUM	MINIMUM
	Length of crosswalks	LONGEST	SHORTEST	LONG	LONG	LONGEST
BICYCLE	Bicycle level of service (separation and protection)	SHARED	SHARED	DESIGNATED	DESIGNATED	SHARED
	Bicycle parking availability	LOWEST	HIGH	HIGH	HIGH	HIGH
TRANSIT	Effect on transit travel time	NONE	INCREASE	INCREASE	INCREASE	INCREASE
	Space for bus stop amenities	LOWEST	HIGHEST	HIGH	HIGH	LOWEST
	Ease of pedestrian access to bus stops	FAIR	BEST	GOOD	GOOD	FAIR
MOTOR VEHICLES	Effect on average motor vehicle speed	NONE	REDUCE	REDUCE	REDUCE	NONE
	Effect on motor vehicle travel time	NONE	INCREASE	INCREASE	INCREASE	INCREASE
	Motor vehicle parking availability	HIGHEST	HIGH	HIGH	HIGH	HIGH
	Effect on through truck traffic	NONE	DISCOURAGE	DISCOURAGE	DISCOURAGE	DISCOURAGE
SAFETY	Potential to reduce pedestrian crashes (CRF)	LOWEST	HIGHEST	HIGH	HIGH	LOW
	Potential to reduce bicycle crashes (CRF)	LOWEST	LOW	HIGHEST	HIGHEST	HIGH
	Potential to reduce motor vehicle crashes (CRF)	LOW	HIGHEST	HIGH	HIGH	HIGH
ECONOMIC	Opinion of business owners along corridor	GOOD	BEST	GOOD	FAIR	POOR
PUBLIC SAFETY/ EMERGENCY RESPONSE	Effect on emergency response time (includes alternative routes)	NONE	INCREASE	INCREASE	INCREASE	INCREASE
	Emergency vehicle maneuverability	BEST	POOR	FAIR	GOOD	GOOD

NEGATIVE
 NEUTRAL
 POSITIVE

TWO-DAY TEST - LESSONS LEARNED

		1 ALTERNATIVE 1: EXPANDED PEDESTRIAN SPACE	2B ALTERNATIVE 2B: BUFFERED BIKE LANE
BICYCLE	Dedicated bikeway		
MOTOR VEHICLES	Preserves u-turns		
	On-street parking maneuverability		
PUBLIC SAFETY	Emergency vehicle maneuverability		

Morgan Hill, Monterey Road



FIGURE 8: WEEKEND DEMONSTRATION SET-UP



FIGURE 9: PARKLET IN FRONT OF THE MORGAN HILL WINE SHOP AND CIGAR COMPANY



FIGURE 10: BIKE CORRAL IN FRONT OF THE GOOD FORK

Morgan Hill, Monterey Road



FIGURE 11: BICYCLISTS RIDING IN THE TEMPORARY BUFFERED BICYCLE LANES



FIGURE 13: EXPANDED PEDESTRIAN SPACE NEAR THE GRANADA THEATER



FIGURE 12: BICYCLISTS RIDING IN THE TEMPORARY BUFFERED BICYCLE LANES



FIGURE 14: PARKLET IN FRONT OF THE GOOD FORK

Morgan Hill, Monterey Road



FIGURE 15: EMERGENCY VEHICLE MANUEVERABILITY

Morgan Hill, Monterey Road



PERFORMANCE MEASURES

- Motor Vehicle Speed
- Emergency Response Time
- Collisions
- Reported Safety Concerns
- Travel Time Reliability
- Bicycle Counts
- Pedestrian Delay
- Transit Ridership
- Traffic Diversion
- Resident Opinion
- Pedestrian Counts
- Bicyclist Demographics
- Parking Turnover
- Noise
- Business Opinion



PRE-PILOT

DEC. 18TH - FEB. 18TH



MID-PILOT

FEB. 19TH - APR. 18TH



CITY COUNCIL MEETING

MAY 20TH



END-PILOT

APR. 19TH - JUL. 10TH



CITY COUNCIL MEETING

AUG. 5TH

Morgan Hill, Monterey Road

MOBILITY

IMPROVED ACCESS FOR PEOPLE 8 TO 80 YEARS OLD

People travel to Downtown Morgan Hill by foot, bicycle, car, bus, and train, but sometimes balancing all those modes can lead to tradeoffs among various users. The decision by residents to test buffered bike lanes over a five-month period created an opportunity to better understand these tradeoffs and get answers to long unanswered questions. Will people bike to Downtown, even if there are few and discontinuous bicycle facilities elsewhere? Will transit ridership decrease from fewer kiss-and-ride trips? Will people driving be more likely to yield to people crossing the street? Will motor vehicle travel time fluctuate dramatically from day to day? By the end of the pilot, the number of people bicycling nearly tripled, bus ridership increased, pedestrian delay remained static, and fluctuations in motor vehicle travel time returned to normal.

[MORE INFO](#)

BICYCLE COUNTS

PRE **MID** **END**
74 → **170** → **214**
**PEOPLE BIKING
NEARLY TRIPLED**
(189% increase from pre- to end-pilot)



TRANSIT RIDERSHIP

**↑ 3% BUS ON/OFFS
INCREASED***
at Downtown bus stops.
Total trip length
increased by 29 seconds.
*Adjusted for seasonality



PEDESTRIAN DELAY*

NO CHANGE
Pedestrian wait time
and the motor
vehicle yield rate did
not change from
pre- to end-pilot

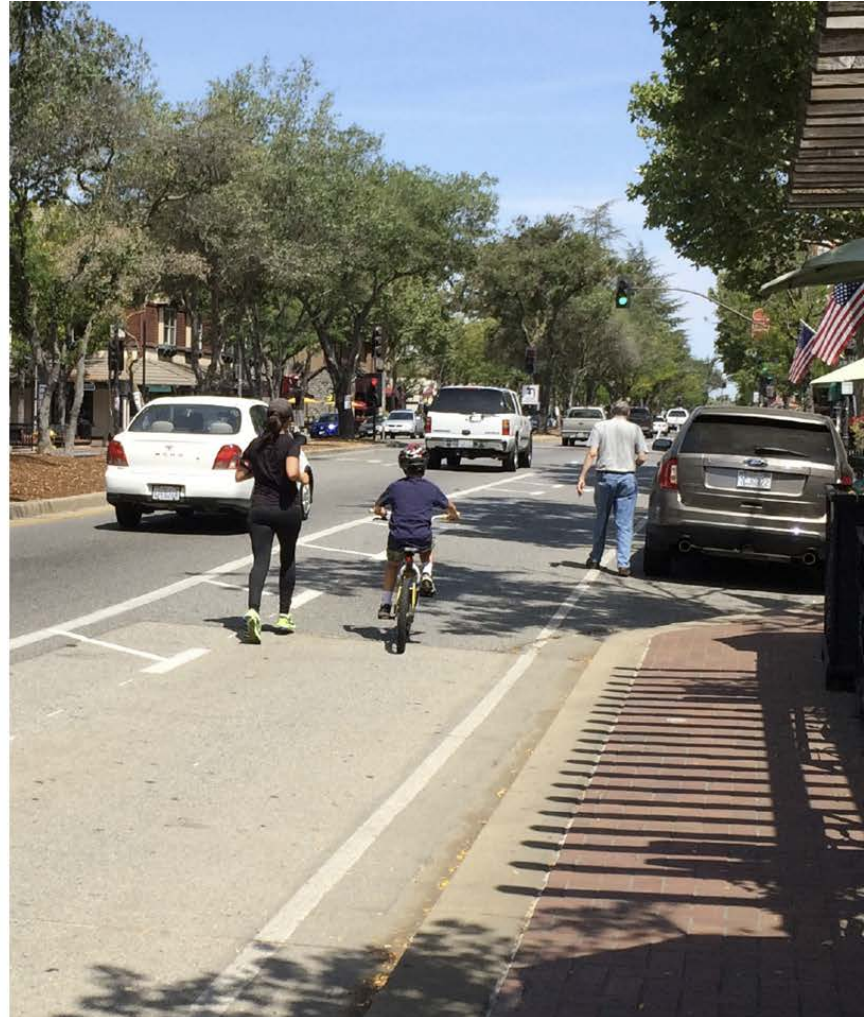


*No significant traffic signal or intersection
alterations were made during the pilot outside
of reducing the number of travel lanes (overall
crosswalk width remained the same)

TRAVEL TIME RELIABILITY

PRE **MID** **END**
20 → **52** → **15**
SEC **SEC** **SEC**
**MORE PREDICTABLE
TRAVEL TIMES**

After an initial adjustment period, the amount of
extra time people driving had to factor into their
morning trip through Downtown to account for
fluctuations in average trip time ("buffer time")
decreased from pre- to end-pilot by 25 percent



Morgan Hill, Monterey Road

TYPICAL PERSON RIDING A BIKE



PRE-PILOT

white, middle age, male commuter traveling alone



END-PILOT

non-white kids traveling in a group to/from school

"I have many friends who go to Britton and are scared of getting hit on their way to school. This makes the road safer."

Age represented the largest demographic shift among the type of people using active transportation through Downtown Morgan Hill. Between the pre- and end-pilot periods, the number of kids bicycling and riding scooters increased from 7 per day to 50 per day, while the number of adults also increased. With the location of the Complete Street pilot one block from Britton Middle School, students took advantage of the on-street bicycle facilities, with the percent of people under 18 years old bicycling on the sidewalk dropping from 71 percent to 34 percent.

MORE INFO ●

RACE: NON-WHITE

↑54% IN DIVERSITY
AMONG PEOPLE
BICYCLING

AGE: UNDER 18

↑614% IN THE
NUMBER OF
KIDS
BICYCLING

ON SIDEWALK + UNDER 18

↓52% IN THE PERCENT
OF KIDS RIDING
ON THE
SIDEWALK
and a 48% decrease overall

IN A GROUP

↑81% IN PEOPLE
BICYCLING IN A
GROUP



Morgan Hill, Monterey Road



SAFETY

LITTLE CHANGE TO SAFETY FACTORS IN DOWNTOWN

In February 2014, a pedestrian fatality took place at the intersection of Monterey Road and 3rd Street, and 18 total collisions took place along the five-block corridor that same year. The Complete Street pilot attempted to address safety concerns without limiting emergency vehicle accessibility. Little to no change to the four safety-related performance measures took place over the five-month pilot period. The removal of speed bumps was offset by the addition of bike lanes, but motor vehicle speeds remained consistent throughout the pilot. This may be due to motor vehicles having fewer impediments, such as parked cars pulling directly into the vehicle lane or cars turning right blocking an intersection.

[MORE INFO](#)

MOTOR VEHICLE SPEED*

PRE MID END
27 → 27 → 27
MPH MPH MPH

**SPEED BUMP
REMOVAL OFFSET
BY BIKE LANES**
(Driver field of view still wide)



*85th percentile speeds (ideal speeds for a Downtown district range between 18 - 22 mph)

EMERGENCY RESPONSE

NO CHANGE
No emergency runs
routed through
Downtown over 8
minutes in total
response time.



REPORTED CONCERNS

PRE MID END
0 → 0 → 2

Two residents reported
observing near-misses or
unreported non-injury
collisions.



COLLISIONS (REPORT AND NO REPORT)

PRE MID END
7.8 → 6 → 10

*Average number of report and no report
collisions over 3-month intervals in 2014

SLIGHT INCREASE IN COLLISIONS

No bike- or pedestrian-related collisions during
mid- and end-pilot periods. Vehicle collisions
primarily due to unsafe speed and unsafe
turning.



Morgan Hill, Monterey Road

FASTFRAME

BUSINESS IS UP AT MORGAN HILL'S PICTURE FRAMING EXPERTS



Leah De Lane, owner

Leah De Lane, owner of Fastframe, a picture framing service at Monterey Road and 1st Street, initially did not know what to make of the pilot: "I was initially on the fence and saw both positives and negatives." De Lane worried that the project would make commuters unhappy but believed it would be good for shoppers.

Although she's noticed fewer cars are driving by her business per day, her sales numbers are up.

"Business is up at least 25 percent! I am down a full-time person, so with more staff time, that number could be higher."

De Lane believes that there's been some misinformation about the pilot, saying, "I was told that all business owners are against this," adding that a better job could have been done at communicating the effects of the project. In particular, De Lane sees the number of school children using the bike lane as a positive change.

"I have noticed more foot traffic past my store, especially on weekends."

In addition to having a positive impact on her business, the Complete Street pilot has encouraged a change in De Lane's personal habits. "I bike to downtown from San Martin with my husband, which we had never done before."

MORGAN HILL WINE SHOP & CIGAR COMPANY

INEFFECTIVE PILOT SHOULD END 20-YEAR DEBATE

Jeff Burris, owner of Morgan Hill Wine Shop & Cigar Company located at Monterey Road and 2nd Street, found the pilot to be ineffective at achieving its goals. While noting some reduction in the outdoor noise levels, Burris observed that many items stated as goals have become worse. "Motor vehicle speeds have increased, people are racing to meet the lights, the pedestrian crosswalks are blocked by cars, and bicyclists are less safe because of cars pulling out into the lane," said Burris.

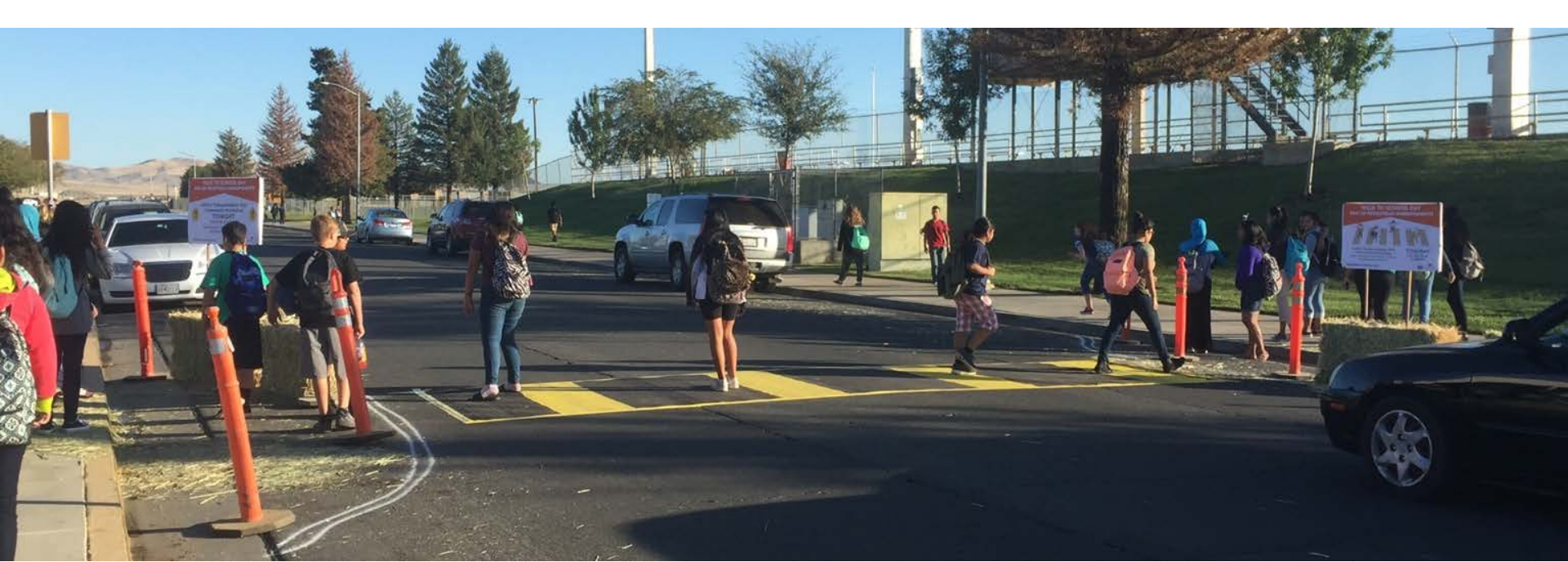
"[The pilot] has validated everything that I thought that it would. It's still a bad idea."

"I liked the idea of doing the trial in order to settle the 20-year debate," said Burris. "Hopefully the trial will put an end to the discussion. At least from the stand point of retail business, this is a bad idea."



Jeff Burris, owner

Burris believes Morgan Hill may not be ready for this change. "A lot of cities have gone from four lanes to two lanes successfully when there was a reason to go to that area... there was a draw, enough business had been built up and there was an extensive variety of businesses. That could be the case for Morgan Hill once we become a destination, but we are not a destination like Willow Glen... not yet."



LESSONS LEARNED

1. Understand your objective
2. Demonstrate feasible solutions
3. Make it relevant
4. Document everything

How can we apply **tactical urbanism** to implement **Complete Streets** in **your** community?

Jeff Knowles, AICP

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 [@knoja](https://twitter.com/knoja)